

CLAIMS

What is claimed is:

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1. A temporary ramp adapted for use on roadways under construction, the roadways having an elevated obstruction located in the roadway, said temporary ramp comprising:
first and second adjacent ramp segments each having a lower surface which contacts the roadway when installed and an upper inclined surface that vehicle wheels contact during use, said first and second adjacent ramp segments each having at least one edge portion along which each ramp segment is coupled with the other ramp section during use, said first and second ramp segments being positionable adjacent the elevated obstruction located in the roadway for allowing vehicles traveling the roadway to ride up and over the elevated obstruction.
 2. The temporary ramp of claim 1, wherein said first and second adjacent ramp segments are removably coupled together during use.
 3. The temporary ramp of claim 2, wherein said edge portions of the first ramp segment further comprises mating shapes which are coupled with corresponding mating shapes defined by the edge portion of the second ramp segment for securing the segments together during use.
 4. The temporary ramp of claim 3, wherein the mating shapes of the first ramp segments further comprise male shapes which fit together with female shapes defined by the corresponding mating shapes defined by the edge portions of the second ramp segment and thereby secure the first and second ramp segments together when said ramp segments are installed for use on a roadway under construction.
 5. The temporary ramp of claim 3, wherein each ramp segment and edge portion defines a vertical height, and said mating shapes and corresponding mating shapes extend substantially the entire vertical height of the edge portions of the ramp segments proximate the mating shapes.
 6. The temporary ramp of claim 1, wherein the upper inclined surfaces of the ramp segments are an elastomeric material.

7. The temporary ramp of claim 6, wherein at least one of said ramp segments includes a core of rigid and relatively heavy material.
8. The temporary ramp of claim 7, wherein the core is a metal material.
9. The temporary ramp of claim 4, wherein the upper inclined surfaces of the ramp segments are an elastomeric material.
10. The temporary ramp of claim 9, wherein at least one ramp segment includes a core of rigid and relatively heavy material.
11. The temporary ramp of claim 10, wherein the core is a metal material.
12. The temporary ramp of claim 1, and further comprising a hinge mechanism positioned between adjacent edge portions of the first and second ramp segments and allow the first and second ramp segments to pivot with respect to one another when removed from the roadway.
13. The temporary ramp of claim 1, wherein the ramp segments further comprise fastener openings through which fasteners are positioned, said fasteners being coupled with the roadway beneath the ramp segments and operatively about the ramp segments to assist the ramp segments resist the forces transmitted to the ramp segments by vehicles traveling across the ramp segments.
14. The temporary ramp of claim 3, wherein the ramp segments further comprise fastener openings through which fasteners are positioned, said fasteners being coupled with the roadway beneath the ramp segment and operatively about the ramp segments to help the ramp segments resist the forces transmitted to the ramp segments by vehicles traveling across the ramp segments.
15. The temporary ramp of claim 4, wherein the ramp segments further comprise fastener openings through which fasteners are positioned, said fasteners being coupled with the roadway beneath the ramp segment and operatively about the ramp segments to help the ramp segments resist the forces transmitted to the ramp segments by vehicles traveling across the ramp segments.
16. The temporary ramp of claim 5, wherein the ramp segments further comprise fastener openings through which fasteners are positioned, said fasteners being coupled with the roadway beneath the ramp segment and operatively about the

segments and allow the first and second ramp segments to pivot with respect to one another when removed from the roadway.

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